INDUSTRIAL AND LABOR

AN ENGINE FOR THE COMING EXPOSITION.

Finishing Touches Were Put on It at the Dickson Works Yesterday. It Embodies the Ideas of E. W. Cleveland, of Manitoba, with Refernce to Exhaust Cylinders-Engine Is Expected to Attain Speed of Seventy-five Miles an Hour with Ease-The Board for Today.

The unishing touches were yesterday put upon one of the handsomest tenwheel passenger engines over turned out by the Dickson Manufacturing company, it was constructed at the locomotive shops on Cliff street, and is the first engine ever seen here which in its construction embodies the E. W. Cleveland patent, having reference to the central exhaust cylinders.

The engine is such a model that, after being given a trial run on the Delaware, Lackawanna and Western railroad, it will be sent to Buffalo, as part of the Canadian display at the Pan-American exposition, Eugene W. Cleveland, of Manitoba, Canada, the perfector of the central exhaust cylinders, which give the engine its advanteges in speed and construction, has given the work of construction his personal supervision.

Mr. Cleveland, who is a distant relative of the ex-president, patented his cylinders in 1898, after spending seven years in devising and perfecting them, This is the third engine fitted with them, two others being built and put into use on the Intercolonial railroad of Canada.

The latter company gave the Dickson company an order for seven passenger and five freight engines of this type, and work was begun simultaneously on the lot last fall. General Superintendent A. C. Delaney has carefully supervised the work from beginning, and it was with pride that all the company officials yesterday regarded the splendid piece of machinery put upon the scales.

It is designed for heavy passenger service, and was built upon designs worked out by the Dickson company, and embodying Mr. Cleveland's patent central exhaust cylinders, a device found to be of great benefit to all classes of locomotives, as has been demonstrated by the service given by the engines of this design used by the Intercolonial Railway company. The engine weighs about 160,000 pounds, and is capable of going along with its train at an ordinary clip of seventytive miles per hour, and in emergencies a great deal faster.

The central exhaust cylinders are devised to do away with all back pressure on the front of the piston, and thus makes the engine what is technically known as "smart."

The cylinders are twenty inches by twenty-six, the driving wheel seventytwo inches and the boiler pressure two hundred pounds. At a sixty-mile-an-hour clip the machine will exert an attractive effort of 14,000 pounds, and do this continuously. The boiler to furnish the pressure is sixty inches in diameter at the smoke-box end, and is what is known as belonging to the ex-tended wagon top type. The fire-box is 108 inches long by forty wide at the grate, its heating surface is 177 square feet and the heating surface of the tubes is 2,203 square feet, a total of 2,-

200. The grate area is 20,7 square feet, The wheels are six feet in diameter. Tomorrow or Wednesday the engine will be given a practice run, with either a passenger or freight train, over the Lackawanna. All the work on the machine is of an exceptionally high nature, special pans having been taken to make it rank with the first output of its kind in this or any other country.

To Hold Important Conferences.

The executive board of District No. 1. United Mine Workers of America, was in session yesterday at local headquarters, and took action upon a number of weighty questions, chief among which was the arranging of dates for meetings of the committees epresenting the various coal carrying or upanies' collieries.

Each colliery will send one or more delegates to these committees, which will meet formulate a list of grievances and present them direct to the company superintendent. The Delaware, Lackawanna and Western Railroad company's mine employes will meet at 10 o'clock this morning, and it is probable that at the conclusion

of the session the committee will walt upon Superintendent E. E. Loomis. The Delaware and Hudson commitee will meet tomorrow, and the Hillside and Temple Iron and Coal companies' men meet Thursday. The Ontario and Western employes will come together Friday. The meetings will be held at A. O. U. W. hall. Among the matters to be embodied in the lists of grievances drawn up, it is said there will be the question of an eight-hour day, the matter of weighing coal, a uniform wage scale, and others mat-ters of universal interest to the miners of this region. Meetings of com-

meeting was the trouble at the Prospect colliery, Wilkes-Barre. It has been idle for a number of days, as the result of an engine boy's refusal to attend to work which he did not consider in his department. He was expected that the ratio of operating discharged and on difficulties being encountered in finding a person to take his place, it is claimed that the mine authorities ordered the mine closed. A sub-committee was appointed yesterday to investigate the trouble and re- method of concentration and economy port at next Monday's meeting of the

mittees representing the down the valley collieries will be held next

district board. Those present at the session were District President Nicholls, of Nantioke; Vice President Roscavitch, of Plymouth: Secretary Treasurer Dempsey and Organizers R. A. Courtright, Henry Collins, J. P. Kearney, Llewellyn and John Fallon.

Proposed Trolley Road.

The following interview has been given out by a gentleman who is interested in the scheme to build a trolley road from Wilkes-Barre to Ha-

"The line will positively be constructed and from present indications here is no reason why it should not be in operation by Sept. 1 at the latest and probably sooner. The specifications and plans will be ready by May , when bids will be asked for and the contracts awarded.

The cars will be of the most mod rn type. They will be nearly sixty feet in length with seats arranged on either side and an aisle through the center. They will be handsomely finshed and each of the cars will contain toilet rooms for the accommodation of the passengers.

We will run at least six express cars each way per day. These cars, after leaving West Hazleton, will not make a stop until Ashley is reached. Here the connection will be made with the Wilkes-Barre line, but this will consume a few minutes. We expect to e able to cover the distance in about xty-five minutes, and possibly one our, at just about half the fare that s charged by the steam railroads. Of ourse, there will be other cars, which vill stop for all passengers, but even these will make far better time than he railroads."

D., L. & W. Board. Following is the make-up of the D. L. & W. board for today:

MONDAY, APRIL 22

Wild Cats, East-10 p. m., J. Burkhart. TUESDAY, APRIL 23,

Wild Cats East—12.30 a. m., D. Wallace: 3 a. m., H. J. Larkin; 5 a. m., A. F. Mullen; 8 a. p., M. Finnerty: 10 a. m., H. Doherty; 11 a. m., T. Fitzpatrick; 1 p. m., O. Case; 3 p. m., S. O'Connor; 5 p. m., Ketcham; 6 p. m., G. T. Stanles

S. O'Connor; o p. m., see and p. Hennigan; 7 Summits, Etc.—6 a. m., cast, J. Hennigan; 7 a. m., west, G. Frounfelker; 6 p. m., cast, J. Carrigg; 7 p. m., cast, M. Golden with W. H. Nichols' crew; 7 p. m., west from Cayuga, Mc-Lane; 7 p. m., west from Cayuga, Thompson, Puller—10 n. m., F. E. Secor.

Puller-40 a. m., F. E. Secor.
Pushes-5 a. m., Houser; 10 a. m., S. Finnerty; 11,30 a. m., Moran; 7 b. m., Murphy; 9
p. m., Lamping; 10 p. m., Widner.
Passenger Engines-7 a. m., Gaffney; 7 a. m.,
Singer; 5,30 p. m., Stenton; 7 p. m., McGovern,
Wild Cats, West-5 a. m., J. Gahagan; 7 a.
m., M. J. Hennigan; 11 a. m., W. A. Bartholomew; 1 p. m., J. Ginley; 3 p. m., J. E. Masters; 5 p m., D. Haggerty

NOTICE. Brakeman Martin Reogh on with Conducto George Frountelker, reports for duty, Malachi O'Malley will go out next trip with Conductor George Burt.

This and That.

Henry Collins of Carbondale, has been chosen a member of the national executive board of the United Mine Workers, to fill the vacancy caused by the resignation of John Fahey, of the Schuylkill region.

Two English gentlemen visiting in this city, were yesterday shown through the Dickson Manufacturing company's shops on Cliff street. They representatives of the famous Midland Railroad company and are making a trip through this country, taking in the sights of this country's great locomotive manufacturing con-

The latest unionism movement has originated among the city bootblacks. A large number of grimy faced little street Arabs congregated at the United

Mine Workers' headquarters last even ing and were formed into a local by National Committeeman Frederick Dilcher and M. D. Flaherty. They organized by electing a youth named Murphy as president and will hold their first regular meeting at 2 o'clock

Sunday afternoon.

President T. D. Nicholls, of Anthralite district No. I, United Mine Workers of America; Henry Collins, of Car-bondale, and John P. Kearney, of Archbald, constituting the district judiciary committee, will leave for Har-risburg by the 7.45 o'clock train this morning. Several bills involving important mining legislation, are now in the hands of the mines and minng committee of the senate. The dis-Another matter discussed at the trict representatives will be granted neeting was the trouble at the Prosnesday morning.

A report sent out from New York says: "Under the management of President-elect F. D. Underwood, it is expenses will be diminished to a point that will cause the net earnings of the road to increase more than \$1,000,000. This change will be brought about by the application of James J. Hill's in the operation of the different departments. Eighty new passenger coaches are being built for the Erie ervice at a cost of about \$480,000, and thirty-five new engines will be added the company's equipment at a cost of \$630,000. About the first of June the Erie will put on a new Chlcago-New York fast express.

THE TAX LEVY **WAS REDUCED**

[Concluded from Page 3.1

her bonded indebtedness which he admitted was very small. He referred to the fact that it has no surrounding agricultural region of any great importance and no great steel and Iron industries such as the other secondclass cities have.

He said that if the committee would agree to an amendment providing for the increase of the tax levy by three or four mills instead of the issuance of bonds he would vote for it. The citizens of this city he said were in a more prosperous condition at present than anyone could hope they would ever be for years and were able to pay an in-creased tax. "We are today," said he, "in a better position to stand an increased tax than we have any assurances we will be in the future."

Mr. Jennings replied briefly to Captain May, and argued in favor of the increase of indebtedness. He believed, he said, in making future generations bear a share of the cost of the school buildings which they will use. If the plan of increasing the tax levy every time new buildings were wanted was adopted, with the increase of expenditure along other lines, it would only be a few years, he said, before the taxpayers would be bowed down under the weight of taxes. He held that if Scranton increased in wealth and population in the next thirty years as it has so increased in the past thirty years, the people would be several times better able to pay off these bonds than are the people now.

Mr. Francols referred to the great need of a new building in the Second ward, and a few moments afterwards Mr. Jayne moved, as an amendment to the committee's report, that the tax levy be raised to fourteen mills, the extra mill to provide for a new building in Mr. Francois' ward. The motion was defeated by the following vote: Yeas-Francois, Evnon, Phillips, Dr. O'Mal-

ley, May, Schaefer, Neuls, Jayne, Langan, Schwass-10. Nays-Shires, H. J. O'Malley, Golden, Roche, Walsh, Jennings, Evans, Schriefer, Barker, Leon-

ard, Gibbons-11. The report of the committee was

then adopted as presented.

MUCH BUSINESS TRANSACTED. Important Matters Considered by the Board Last Night.

The school board last night as soon as it had provided for the issuance of bonds for new buildings in the First, Sixth and Twenty-first wards directed certain architects to prepare plans for the new structures.

Architect James H. Feeney was di rected to prepare plans for the buildings in the Sixth and Twenty-first wards, and Architect Edward H. Davis for the building in the First ward. Architect Feeney was directed to prepare the plans for the Twenty-first ward building so as to permit of the addition of four more rooms in the future.

On motion of Mr. Langan it was set forth that the architects were not to charge any commissions for the heating and ventilating plans to be prepared by the board's engineer. It was also decided that the rooms in each building should have steel ceilings and hat under no consideration should the ost per room exceed \$2,500.

The building committee made a ngthy report, making numerous recommendations, all of which were adopted. One of the most important of these was in reference to the unsanitary condition of No. 22 school. It was stated the odor objected to emanated from a burning culm pile in the vicinity of the school, which was reported be filled with gas every day. WILL ASK FOR A SITE.

The committee recommended that the

Delaware, Lackawanna and Western company, which owns the culm pile, be notified to abate the nuisance and that if this be found impossible that the company be requested to donate a site for a new school in the same lo cality at a safe distance from the culm pile and that the finance committee be instructed to provide for a four-room building on the site.

The board, on the recommendation of the building committee, decided to purchase six lots on the Farr plot from John R. Farr, the consideration to be three lots in Tripp park owned by the district and \$2.250. It was also decided to purchase three lots on Albright avenue from the Diamond Land Improvement company. These lots are in the Twenty-first ward.

teachers' committee made a lenghty report on the music question It was decided by the board to direct all teachers to follow the instructions of Miss Barnes regarding the teaching of music. All teachers who are no devoting the time they should to this study were directed to state their reasons to the teachers' committee.

Messrs. Eynon and Francois both reports about over-crowded school buildings. Mr. Eynon reported that four rooms in No. 19 school have an average attendance of fifty-five pupils each, or seven in excess of the limit fixed by the board. Mr. Francois reported that in one

room at No. 21 school there are 102 pupils, with three children in seats built to accommodate only two. Attendance Officer Martin Joyce was



TOR ALL THE WALKS & DIFE

Can find shoes here to suit his taste or to meet his peculiar shoe ideas. Shoes for business or outing use, or for wear on dress occasions. They are the embodiment of Elegance and Ease. They are "beauties" to look at and "luxuries" to the foot. They also prevent "that tired feeling" of the pocket, made in the very latest shapes, of the most fashionable leathers and in the very best manner. Exceptionally artistic in design.

A Shoe Treat

We Place on Sale Today About

200 Pairs of Sample Shoes

(Superior to regular goods.) Some elegant styles, but not many of a size. Mostly Men's Oxfords in Patent Leather, Russia Calf, Vici Kid, Etc, Sizes 51/2 to 81/2, all widths. Regular prices \$2.50, \$3.00 and \$4.00.

While They Last

Two dollars of shoe value for every dollar you invest. Ladies' Oxford Ties at 50c a Pair.

330 Lackawanna Avenue.

directed to see that a proper enrollpropriation.

mal certificates, and the officers of the board were directed to endorse the applications.

to take up a penny collection in the schools for Decoration day flowers.

Superintendent Howell sent in a communication recommending that the teacher of drawing, Miss Morse, be sent to the meeting of the Eastern Art association, to be held in Philadelphia in July. The matter was referred to the high and training committee with

itor of the board, was fixed at \$1,200 a year, to date from April. The janitors' and officer's pay-roll for the present month was presented and

Local Mine Workers Object to the Appropriation of City Money for

oprosentatives in council as entirely unwarrante nd inconsistent: and Whereas, We understand select council has all

ady given said item two readings in that body and that further action will be taken in the natter at the next meeting; therefore, be Resolved. By the members of this local, 519 a regular meeting assembled, that we hereo most emphatically protest against such action a being unwarranted and diametrically against the wishes or consent of the working element of this

solved. That we condemn the action of the nembers who gave their support so far to this novement and appreciate the action of those who

interests of corporations and monopoly and to the detriment of honest labor. Resolved, That we request our representative

in the lower branch of our municipal govern-ment to use every effort to have this item Resolved. That the committee hereby appoint

ed he authorized and requested to publish these resolutions and that we ask the co-operation of the press for their publicity.
T. P. Boylan, John Healey, Committee:

HE WAS AT FOREST CITY.

Revival Meetings. "The Drummer Evangelist," Rev. W. City tomorrow, and assist in the special revival meetings in the Baptist church, now being conducted by the

Rowing Regatta, Cayuga Lake, Ithaca, N. Y.

For the above occasion, ticket agents of the Lackawanna railroad will sell excursion tickets to Ithaca and return at rate of one-way fare for the round trip, good going May 29 and returning to May 31, inclusive.

Ask for Kelly's union crackers. ..

In Effect Dec. 2, 1900.

South—Leave Scranton for New York at 1.10, 3.00 5.50, 8.00 and 10.05 a. m.; 12.55, 3.33 p. m.

For Philadelphia at 8.00 and 10.05 a. m.; 12.55 and 3.33 p. m. For Strondsburg at 6.10 p. m.

Milk accommodation at 3.10 p. m. Arrive at Hoboken at 0.30, 7.18, 10.28, 12.08, 3.15, 4.18, 7.10 a.m. Arrive at Philadelphia at 1.06, 4.18, 7.10 a.m. 7.19 p. m. Arrive at Philadelphia at 1.06, 3,2 6.00 and 8.22 p. m. Arrive from New York 7.10, 6.32 and 10.23 a. m.: 1.00, 1.52, 5.43, 8, and 11.30 p. m. From Strondsburg at 8.05

Appropriation of City Money for the National Guard.

At a meeting of Local assembly, No. 519. United Mine Workers of America, held at their hall on Friday evening. April 19, 1901, the following resolutions were unanimously adopted:

Whereas, It has come to our notice that the councils of this city in appropriating money for the current expenses of the several departments thereof for the ensuing year, are asked to contribute the sum of \$2,000 of the taxpayers' money towards the maintenance of a certain military organization known as the National Guards of Pennsylvania: and whereas, Said National Guards is a state military organization, and entirely under control of the authorities thereof, and having nothing whatever to do with our local or city government, we deem such contemplated action by our representatives in council as entirely unwarranted to the same of a contemplated action by our representatives in council as entirely unwarranted.

SUNDA TRAINS.

South—Leave Seranton at 1.40, 5.00, 5.50, 16.05, n.; 5.33 and 5.40 p. m.

North—Leave Scranton at 1.15, 6.55 g. m.; 5.55, 5.48 and 11.55 p. m.

Hoomsburg Division—Leave Seranton at 10.05, m. and 5.50 p. m.

Lehigh Valley Railroad.

Geneva and principal intermediate stations, via D., L. & W. R. R., 8.08 a. m., 1.05 and 3.10

. m. For Geneva, Rochester, Buffalo, Niagara Falls, For Geneva, Rochester, Buffalo, Nagara Falls, Chicago and all peints west, via D. & H. B. R. 11.55 a. m., 3.33 (Black Diamond Express), 7.48, 10.41, 11.30 p. m. sundays, D. & H. R. R. 11.55, 8.27 p. m. Pullman parlor and siseping or Lehigh Valley pariors cars on all trains between Wilkes-Barre and New York, Philadelphia, Buffalo and Suspension Bridge ROLLIN H. WILBUR, Gen. Supt., 20 Cortland street, New York, Gen. Fass. Agt., 26 Cortland afreet, New York.

Erie and Wyoming Valley.

NEW STOCK.

We are now prepared to show you an entire NEW stock of

Carpets Wall Papers and Draperies

Every item is this season's goods, and we are prepared to serve you promptly and at our well-known low prices,

WILLIAMS & MCANULTY

Temporary Store.

126 Washington Avenue-

FINANCIAL.

Spencer Trask & Co

BANKERS 27 & 29 Pine St., New York.

Transact a general banking business; act as Fiscal Agents for Corporations, and negotiate security issues of railroads and other companies. Execute commission

orders and deal in

INVESTMENT SECURITIES

Descriptive list of bond offerings furnished on application.

Members New York Stock Exchange.

Branch Offices: 65 State St., Albany California Oil.

We have a figst class proposition in which we We have a first class proposition in which we are offering charter member slock at 10c, per share. The company owns 1280 acres situated in the very center of the great California oil belt, and has options on additional ground. We are offering treasury stock to raise money to put down wells as quickly as possible. The stock is non-assessable and carries no individual llability. We furnish the very highest references. Write for particulars.

THE KENDRICK PROMOTION CO.

RAILROAD TIME TABLES. PENNSYLVANIA Schedule in Effect March 17, 1901

Trains leave Scranton: 6.45 a. m., week days, for Sunbury, Harrisburg, Philadelphia, Balti-more, Washington and for Pittsburg and the West.

9.38 a. m., week days, for Hazleton, and for Sunbury, Harrisburg, Philadelphia, Baltimore, Wash-ington and Pittsburg and the

2.18 p. m., week days, (Sundays 1.58 p. m.,) for Sunbury, Harris-burg, Philadelphia, Baltimore, Washington and Pittsburg and the West. For Hazleton, week days only.

4.27 p. m., week days, for Sunbury. Hazleton, Pottsville. Harrisburg, Philadelphia and Pittsburg.

J. B. HUTCHINSON, Gen. Mgr J. B. WOOD, Gen. Pass. Agt,

Delaware and Hudson. In Effect Nov. 25, 1990.

Trains for Carbondale leave Scranton at 5.20, 7.53, 8.53, 10.13 a. m.; 12.60, 1.20, 2.44, 3.52, 5.29, 6.52, 7.57, 9.15, 11.15 p. m.; 1.16 a. m. For Honesdale—6.20, 10.15 a. m.; 2.44 and 5.29

For Wilkes-Barre--6.45, 7.48, 8.43, 9.38, 10.43, 1.55 a, m.; 1.28, 2.18, 3.30, 4.27, 6.10,7.48, 10.41 m. V. R. B. points-0.45, 11.55 a. m.; 2.18,

For I. V. R. R. Points—0.35, 11.55 4, m.; 2.15, 4.27 and 11.50 p. m.

For Pennsylvania R. R. Points—0.45, p.38 a. m.; 2.18 and 4.27 p. m.

For Albany and all points north—6.25 a. m. and 3.52 p. m.

SUNDAY TRAINS.

For Cathondale—9.00, 11.33 a. m.; 2.44, 3.52, 547, 10.52 p. m.

For Carbondaic—9.00, 11.33 a. m.; 2.44, 3.52, 5.47, 10.52 p. m.
For Wilkes-Barre—9.38, 11.55 a. m.; 1.58, 3.28, 3.27, 8.37 p. m.
For Albany and points north—3.52 p. m.
For Honesdale—9.00 a. m. and 3.52 p. m.
Lowest rates to all points in United Lowest rates to all points in United States and Canada.
J. H. BURDICK, G. P. A., Albany, N. Y.
H. W. CROSS, D. P. A., Scranton, Pa.

Central Railroad of New Jersey. Stations in New York-Foot of Liberty street, N. R., and South Ferry.
TIME TABLE IN EFFECT NOV. 25, 1000.
Trains leave Scranton for New York, Newark, Elizabeth, Philadelphia, Easton, Bethlehem, Allentown, Mauch Chunk and White Haven at 8.30 a.m.; express, 1.10; express, 3.50 a.m. Sundays, 2.15 p. m.
For Pittston and Wilken-Barre, 8.30 a.m.; 1.10 and 3.50 p. m. Sundays, 2.15 p. m.

For Pittston and Wilses-Barre, 8:30 a. m.; 1.10 and 3:50 p. m. Sundays, 2:15 p. m.

For Baltimore and Washington and points South and West via Bethlehem, 8:30 a. m.; 1.16 and 3:50 p. m. Sundays, 3:15 p. m.

For Long Branch, Ocean Grove, etc., at 8:30 a. m. and 1:10 p. m.

For Reading, Lebanon and Harrisburg, via Allentown, 8:30 a. m. and 1:10 p. m. Sundays, 415 p. m. 2.15 p. in.
2.16 p. in.
For Pottsville, \$.30 a. in. and 1.10 p. in.
Through tickets to all points east, south and
west at lowest rates at the station.
H. P. BALDWIN, Gen. Pass. Agt.
J. H. OLHAUSEN, Gen. Sout.

Time Card in effect Dec. 30th, 1900. SCRANTON DIVISION.



Additional trains leave Carbondale for Mayhebi Vard
64 pm except Sunday, and 7.50 pm Sunday only, striving
at Maxhebi Yard 7.00 pm and 8.00 pm.
Additional trains leave Strauton at 7.00 pm Sunday only,
adopting at all stations for Carbondale, a riving at 7.50 pm,
and train leaves Mayhebi Yard for throunder at 8.5 am
statiy, arriving at Carbondale at 6.5 am
Rates 2 cents per mile.

Lowest Bates to all Points West.

OF SCRANTON.

Surplus \$500,000.

Business, personal and sav-

ings accounts invited.

3 per cent. interest paid on savings accounts.

Open Saturday evenings

WM. CONNELL, President.

HENRY BELIN, JR., Vice Pres. WM. H. PECK, Cashier.

Lager Beer

Manufacturers of OLD STOCK

N. Ninth Street, SCRANTON, PA

Telephone Call, 2333.

NEW YORK HOTELS.

Cor. Sixteenth St. and Irving Place, NEW YORK.

American Plan, \$3.50 Per Day and Upwards. European Plan, \$1.00 Per Day and Upwards. Special Sates to Families. T. THOMPSON, Prop.



For Business Men In the heart of the wholesale For Shoppers s minutes walk to Wanamakers; 5 minutes to Siegel Cooper's Big Store. Easy of access to the great Dry Goods Stores.

For Sightseers One block from B'way Cars, giv-ing easy transportation to all points of interest.

NEW YORK. Cor. 11th ST. & UNIVERSITY PL. Only one Block from Broadway. Rooms, \$1 Up. PRESTAURANT *************







Settled melancholia Irritable, despondent.

WHEN THE DROP COMES

When the Powder Is Burned the Stick of the Rocket

and the Subject Drop from the Ranks.

Drops-When Nerve Force Is Withheld from Any

Part of the Body, That Part Sets Up Signals of

Distress-The Cry Is for More Nerve Force-With-

out It Collapse Will Come, Strength Will Wane

Here Are the Pronounced Symptoms. Throbbing, palpitating heart,

is 1 '0 : 1.'2 use of alcoholic or other stimu-

tome people abuse themselves into nerve col-

lapse. In all cases the one thing that

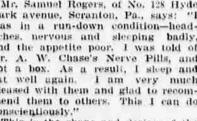
that accounts for their startling cures-

Sleepless nights. Sudden startings. Morning languor Brain fag. Inability to work or think. Exhaustion on exertion. Flagging appetite. Food heavy. Easily excited, nervous. Strength fails. Trembling hands and limbs, Loss of flesh. Loss of fluscular power.

Exciting causes wear heavily on the nerves | Mr. Samuel Rogers, of No. 128 Hyde and wear out nerve tissue. Then again it is Park avenue, Scranton, Pa., says: "I over work either of mind or muscle. Anwas in a run-down condition-headther very prolific source of shattered nerves aches, nervous and sleeping badly, and the appetite poor. I was told of ta the came people inherit a tendency to Dr. A. W. Chase's Nerve Pills, and erve troubles and very little opsets them. got a box. As a result, I sleep and cat well again. I am very much pleased with them and glad to recommend them to others. This I can do

must be gained is nerve force, and it is the wonderful influence of Dr. A. W. Chase's onscientiously." Nerve Pills in restoring this mysterious force This is the shape and design of the genuine Dr. A. W. Chase's Nerve Pills,





All others are imitations and dare not use this design.



Do not allow any dealer to substitute a different design from the above. Medicine Co., Buffalo, N. T.

ment of all the children of the city be made and filed with the county commissioners, to be forwarded to the state treasurer for use in figuring out Scranton's share of the state school ap-Miss Elizabeth R. Morgan and Miss

Miss Clara Gibbs was appointed to fill the vacancy at No. 35 school, caused by the resignation of Miss Anna Rose. The local posts of the Grand Army of the Republic were granted permission

The salary of D. J. Reedy, the solic-

THEY ENTER A PROTEST.

Resolved. That we request those member who favor the misappropriating of the people money for this purpose to reconsider their ac-tion at the next meeting of their body and thus place themselves on record as being opposed to maintaining a standing army in the

eliminated out of the appropriation ordinance when the same comes before their honorable body or action.

Mr. Williams Will Assist in Special

H. Williams, returned yesterday from Forest City. Sunday morning he spoke in the Welsh Presbyterian church in West Scranton on "Breaking Home Ties," and in the evening in the Baptist church in Forest City on "The Young Man and His Company," the close of the meeting at Forest City Mary S. Jayne applied for state nor- two young men came forward for prayers and were converted. Mr. Williams will return to Forest

pastor, Rev. Spaulding.

RAILROAD TIME TABLES Delaware, Lackawanna and Western

Lehigh Valley Railroad.

In Effect March 3, 1901.

For Philadelphia and New York via D. & H.
R. R., at 4.45 and 11.55 a, m., and 2.48, 4.27
(Black Diamond Express), and 11.30 p, m. Sandys, D. & H. R. R., 1.58, 8.27 p, m.

For White Haves, Harleton and principal points in the coal regions, via D. & H. R. R., 6.45, 2.18 and 4.27 p, m. For Poitsville, 4.27 p, m.

For Bethlehen, Lasten, Reading, Harrisburg and principal intermediate stations via D. & H.
R. R., 6.45, 11.55 a, m.; 2.18, 4.27 (Black Diamond Express), 11.30 p, m. Sannays, D. & H.
R. R., 1.58, 8.27 p, m.

For Tunkhannock, Towanda, Kimira, Ithaca, Geneva and principal intermediate stations, via

W. NONNEMACHER, Div. Pass. Agt., South Petidehem, Pa. For tickets and Puliman reservations apply 100 Lackawanna avenue, Scrunton, Pa.

Time Table in Effect Sept. 17, 1909.
Trains for Hawley and local points, connecting at Hawley with Eric railroad for New York, Newburg and intermediate points, leave Scranton at 7,05 a. m. and 2,25 p. m.
Trains arrive at Scranton at 10,30 a. m. and

Capital \$200,000.

United States Depositary.

from 8 to 9 o'clock.

Brewery

PILSNER

WESTMINSTER HOTEL

Hotel Victoria Breadway, 5th Ave. and 27th Street, New York. Absolutely Fireproof

> Entirely new through European Plan GEORGE W. SWEINEY, Proprision Fic or en-suite, with or without bath, hat and cold water and telephone in every room. Culsine unexcelled. Rooms sin-



